

DD/R-358-62

*Assistant
Director*

13 July 1962

MEMORANDUM FOR: Executive Director

SUBJECT : Project [REDACTED] 25X1A

REFERENCE : Memo for DD/R and DD/P from Exec. Dir.,
dtd 5 July 62, Same Subject (ER-62-4663)

*- Filed DCI
Correspondence
-- see attach*

1. With reference to the compromise suggested by Mr. Kirkpatrick, I believe the following considerations are appropriate. A recommendation is made in paragraph 2.

25X1A

a. When we are discussing the [REDACTED] project as far as the DD/R is concerned, we are referring only to the P2V ELINT-equipped aircraft. The basic aircraft cost approximately \$1,700,000, and, in addition, \$1,300,000 is required to modify and equip these aircraft for ELINT operations. This does not include the original engineering and development cost, which, in addition to the basic aircraft cost, made the original aircraft SIGINT equipment cost run as high as 2 1/2 to 3 million dollars. There are presently two P2V aircraft for ELINT operations. One is on location in [REDACTED] the other is in the United States for IRAN (deployment date to [REDACTED] September 1962). Crews for these aircraft are also a limiting factor. There are presently two on hand. Training time for SIGINT operators is approximately one year. This does not take into account the value of several years' operations experience. In reviewing the above, one can see that there is a considerable investment for SIGINT in the [REDACTED] P2V aircraft. They presently represent the Agency's only airborne SIGINT capability. In addition, these aircraft are the most sophisticated of their kind in being. With this in mind, one cannot help but appreciate that this capability should be used most judiciously and probably solely in support of its primary operation: SIGINT collection. A loss of a P2V aircraft at this time would deny us the SIGINT input for six to eight months.

25X1C

25X1C

25X1A

-2-

b. The recommendation in the reference memorandum indicates that the aircraft would remain with the DD/P until such time as aircraft for [REDACTED] become available. At the present time, there is one C-54 in place for this purpose with five C-123 aircraft programmed over the next six months' period. The P2V is not the most desirable

25X1C

25X1C

[REDACTED]
facts, it would appear that to serve the best interest of the Agency and, in turn, the U. S. intelligence community, the P2V aircraft should be solely utilized in SIGINT operations and, secondly, that a delay in assigning the aircraft to the DD/R really serves no purpose.

2. It is, therefore, recommended that the aircraft be assigned to the DD/R as soon as possible to include complete jurisdiction and operational control of crews, aircraft, logistic support and personnel assigned and supporting the SIGINT operation.

js HERBERT SCOVILLE, JR.
Deputy Director
(Research)

AD/OSA:SWB:jr

Distribution:

Orig & 1 - Addressee

1 - DD/R

1 - AD/OSA ✓

1 - OSA/RI

EK-62-4665

5 July 1962

Dcl
Correspondence

MEMORANDUM FOR: Deputy Director (Research)
Deputy Director (Plans)

SUBJECT : Project [REDACTED] 25X1A

REFERENCE : Attached Memorandum of Understanding

25X1C

1. In an effort to reach an equitable solution for the current impasse on this project in which the DD/P is reluctant to yield control over the one P2V presently [REDACTED] and in which the DD/R is anxious to have the full project under his direction, I would like to recommend the following compromise.

2. In recommending this I wish to reconfirm the fact that the Director has indicated that there will be a greatly accelerated program of agent drops on the mainland. This provides the basis for the DD/P desire to maintain direct control over the aircraft. On the other hand, it is a fact that experience of the last several years has shown that the Elint flights outnumber the agent drop flights on a basis of roughly 30 to 1.
25X1C

3. Therefore, I recommend that for the time being, and until aircraft suitable for agent drops are available on [REDACTED] the present P2V remain under the operational control of the DD/P, but that the DD/R be responsible for all technical direction of all Elint flights. Further, in the event of any disagreement between DD/P and DD/R over the utilization of the aircraft, the matter be referred to the Director's office. Finally, when aircraft for [REDACTED] the [REDACTED] Project including all personnel presently assigned for Elint purposes will be transferred to the DD/R.
25X1A

25X1C

DOCUMENT NO. 16
NO CHANGE IN CLASS. ☒
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S C
NEXT REVIEW DATE: 2011
AUTH: HR 73-2
DATE: 2/11/81 REVIEWER: 008632

Lyman B. Kirkpatrick
Executive Director

SECRET